

station coach, where the slaughter of passengers occurred, the wreck was followed by a fire.

A conservative estimate of the number of dead is 23. Ed Tripp, engineer of the flyer, was thrown thirty feet into a ditch, and is seriously if not fatally injured. Peter Hensger, conductor of the flyer, is believed to have been in the combination coach at the time of the accident, and he cannot be found.

The accident occurred three-quarters of a mile from Fowler, and was due to the fact that the engineer of the flyer disregarded the black signal, which was an order to him to stop so that the freight might take the siding. Perhaps the engineer was not so much to blame, however, as he was not a heavy fog, mingled with sleet.

The flyer crashed with terrific force into the freight. The tender of the flyer's engine was jammed half way toward the rear of the combination coach, in which there were twenty-five passengers.

Only two or three of these have been thus far accounted for.

Several persons were killed outright and many others injured. The wreckage and burned alive. I carried one man to the rear. He was nearly dead. He told me that he landed on top of one of the Pullman coaches in the rear of the combination coach.

Thrown Into Ditches.

Several were thrown alongside of the track into the ditches and were rescued by fellow-passengers. Many were mutilated horribly. Several had arms and legs broken.

None of the passengers in the three Pullman cars and the private coach that composed the rest of the train was seriously hurt.

The combination coach caught fire immediately after the accident. We tried to unhook the rest of the train by attaching a switch engine to the rear. This was at first impossible, because the combination coach, which next followed the ill-fated combination coach, was derailed.

We had put some of the injured passengers from the combination coach in the Cincinnati sleeper, and were anxious to save them from the flames that were fast devouring them. We took them out and put them in the next car. But we found that this also was derailed. Then we had to take all the injured out again and put them in the private car, which was the nearest of the train. This was not derailed, and the car was hauled away and dispatched to Kanakake, where the injured are now being cared for.

The fire entirely consumed the combination coach, the Cincinnati sleeper, a compartment sleeper, and the Indianapolis sleeper.

DID WOMEN FIB? SOCIETY STIRRED

ST. LOUIS, Jan. 18.—Complaint has been made to the St. Louis postoffice because a society woman asserts that thirteen of the 69 invitations she sent out for a function were lost because she knows they were lost because the women who did not attend her function said they did not get them. Mrs. Parker, Mrs. Ewing Hill, Jr., and Mrs. H. A. Bruegaman made the complaint.

"Some of St. Louis' society women are fit candidates for membership in the Annapolis Club," said Postmaster Frank Wyman. "They get their invitations to look after, and because one woman chooses to tell what she calls a conventional truth, here we are to be troubled with receiving complaints and of devoting time to their investigations."

"Why don't we have more kicks about business mail going wrong? Why, because it does not go wrong, and neither does the mail entrusted to our care by the society women?"

Many St. Louis women have resorted to the telephone in sending invitations.

DEATH OF MRS. BOATE AFTER LONG ILLNESS

Mrs. Mary E. Boate, wife of George Boate, died last night at the family residence, 123 New Jersey avenue northwest, after a lingering illness. She was sixty years old.

Mrs. Boate was a native of Altoona, Pa. She had been an invalid for more than five years and her death was not a surprise. She is survived by her husband and five children, Mary Boate, Miss Lulu Boate, of this city; Edwin Boate, of Pittsburgh, Pa.; Mrs. Harris Boate, of Altoona, Pa.; and Charles Boate, of Altoona, Pa.

The funeral services will be held at the family residence this evening at 7:30 o'clock, conducted by the Rev. Dr. Hubbard, pastor of McKendree Methodist Episcopal Church, A. A. for interment.

LAW STUDENTS DEBATE ON LABOR INJUNCTIONS

The debating society of the Washington College of Law held a debate last night at 123 New York avenue when a spirited discussion was held on the question:

"Injunctions should not be issued against labor unions for acts, not in themselves unlawful, when committed by individuals."

The affirmative side won the debate through the arguments of its representatives. Mr. Edward and Mrs. Gitterman. The negative was upheld by Mr. Weber and Miss O'Toole. Mr. Ellen Spencer Mussey, dean of the college, Prof. Gillette, and Miss Draper were the judges.

COSTLY PRESSURE Heart and Nerves Fall on Coffee.

A resident of a great western state puts the case regarding stimulants with a comprehensive brevity that is admirable. He says:

"I am 56 years old and have had considerable experience with stimulants. They are all alike—a mortgage on reserved energy at ruinous interest. As the whip stimulates but does not strengthen the horse, so do stimulants set upon the human system. Feeling this way, I gave up coffee and all other stimulants and began the use of Postum Food coffee some months ago. The beneficial results have been apparent from the first. The rheumatism that used to suffer from has left me, my sleep is better, my nerves are steadier and my brain clearer. And I bear testimony also to the food value of Postum—sounding like a reason. Read Name given by Postum Co., Battle Creek, Mich. There's a reason. Read 'The Road to Wellville,' the quaint little book in pinks."

NEW JERSEY GHOST-PROOF AGAINST MURDEROUS CARS

Phantom Is Run Down Twice by Trolley, Declare Truth-Tellers—Quietly Strolls After Each Engagement.

NEW YORK, Jan. 18.—This tale is solemnly sworn to by Motorman Howard Hoffman and Conductor John Shaw, of the Bloomfield avenue trolley line, who took their car out of Caldwell, N. J., for the last trip of the night to Newark at 12:30 o'clock yesterday morning.

There was one passenger, an employee of the Fairfield Dairy Company, bound for Montclair.

Hoffman ran his gong at the approach to Pompton turnpike. The headlight illuminated the road, which was deserted. Hoffman peered back over his shoulder, and when he looked forward again he saw a man, with bowed head and hands in his pockets, piddling along not fifty feet ahead of his car. He slammed on the brakes, but the car ran over the man. Hoffman and Shaw and the passenger got off, but they did not find the mangled body they expected.

RIVER OF MUD IN KINGSTON MAY DROWN ALL SURVIVORS

(Continued from First Page.)

to resort to stagnant pools for drinking water. The danger of disease from this cause is alarming.

Mud Hampers Rescuers.

Owing to the latest developments, the breaking forth of the mud rivers which threaten to engulf everything, the work of clearing up the debris and searching for bodies has been almost abandoned. The authorities have so far been unable to devise any method to combat the evil. Some of the fissures from which flow is oozing are in the main streets which have been covered.

This phenomenon, taken in connection with the continued earthquake shocks, is alarming because of the fear that further seismic disturbances are to follow.

Over all, to make Kingston the terror city it is, hangs the dread of sudden immersion in the sea, as indicated by the sinking of the coast liner and the changing of the harbor bottom.

Convicted the city prison, which is only slightly damaged, mutilated last night. On being notified of the mutiny, Admiral Evans ordered blank shots fired from the guns, which had been loaded with dynamite, which had the desired effect, and the convicts were quickly locked in their cells.

With American guards, Admiral Evans, at the request of the British authorities, landed a number of marines from the battleship *Missouri*, which was in the harbor.

Are Using Dynamite.

Dynamite is being used to clear away the debris of shattered buildings and to facilitate the work of recovering bodies. Ten bodies were recovered from the bay. It is believed that the victims were thrown from vessels by earthquake or else jumped into water through fear.

Great suffering exists among the poor because of the lack of food and medical aid. A delegation of fifty sufferers asked for a systematic distribution of relief. The spokesman said that many dead bodies were lying in the streets, and that many had been supplied with food and medicine.

Five dead bodies and one living man were taken from the wrecked building. The six were imprisoned by the building collapsing, and all but one were crushed to death. His name was Truett, and he is a Canadian. He was held a prisoner in the corner of a room and was half insane.

It is reported today that the steamer *Princess*, which was wrecked near the Prince of Wales, which was wrecked near the spot where the plume point lighthouse stood.

Damage Is Done At Port Antonio; Americans Safe

The State Department today received the following cablegram from the American consul at Port Antonio, Jamaica, which was dated 6:16 p. m., January 18:

"Kingston destroyed by earthquake and fire; deaths probably 1,000. No casualties Port Antonio. All Americans safe. Some property damaged here. People terrified. Business suspended. Have no information of Kingston consul."

The Navy Department has received a cablegram from Rear Admiral R. D. Evans, dated Quantico, Va., last night. He states that the torpedo boat destroyer *Whipple* has returned to Quantico from Kingston, and that the commander reports that the business district of Kingston has been totally destroyed; that all American citizens are safe and that the wharves in the bay are intact. None of the shipping was damaged according to this report.

Bury 700 Bodies; Thousand Others Not Identified

LONDON, Jan. 18.—Seven hundred bodies have been buried and 1,017 other bodies have been recovered from the ruins, and either have been or are awaiting identification, while a large number of persons are still reported missing, according to an official report just received from Kingston by the Evening News. The figures were compiled by those in charge of the work of rescuing the dead bodies from the ruins. The message was dated Friday, and had evidently been delayed in transmission.

RUSHING RELIEF BILL; PRESIDENT WILL SIGN

President Roosevelt is expected to sign without delay the bill for the relief of the earthquake sufferers in Jamaica. This bill was passed by the House Thursday, and yesterday afternoon was called up in the Senate by Senator Allison and at once passed. It authorizes the President to use naval stores and supplies for relief purposes, but makes no appropriation.

"NO SEAT, NO PAY" LEAGUE FRISCO

Members Wear Red Buttons and Ride Free on Trolley Cars.

SAN FRANCISCO, Jan. 18.—Each member of the "No seat, no pay" league, whose slogan is "No seat, no pay," wears a red button, and since the movement was begun a few days ago the badge of courage of courage have become very numerous. Clashes between league members and street car crews are frequent, but the former are so well backed up by the sympathizers that they generally emerge victorious.

Many of the conductors of the city railways virtually gave up the fight and made no attempt to collect fares from wearers of the red button, who refused to pay for the privilege of hanging to the outside of the car.

CANAL BIDDERS GET A HEARING

New York Concern Claims Its Proposition a Fair One.

Chairman Shortt was not at his office today, and it was stated by other officials of the Canal Commission, who were present last evening at the White House conference, when the MacArthur-Gillespie Company had a hearing on its protest against the Oliver-Bangs canal bid, that no conclusion had been reached which would justify any announcements.

Messrs. Oliver and Bangs will return to Washington Monday, when they will be heard on the subject of their financial responsibility and engineering experience. Also they may say anything they like with respect to what their competitors in the bidding have proposed.

The chief contention of the MacArthur-Gillespie Company is that its bid of \$250,000 is not unreasonable, and that owing to the company's resources and financial standing such a bid is better for the Government than the Oliver-Bangs \$75 per cent proposition.

VITAL RECORDS

Births.

Norris C. and Sarah E. Harris, boy, William and Fannie Glasgow, boy and girl. William H. and Rachel B. E. Crawford, girl. Charles and Louisa Coats, girl. Robert L. and Clara W. Christian, girl. John W. and Lulu Clappitt, boy. Joseph and Rebecca Bisker, girl. Harry A. and Louise M. Ross, boy. John and Jennie Smith, girl. Harry and Estelle Smith, boy. John and Carrie Jones, boy. William W. and Marion Keeler, boy. Edward and Maggie McCarthy, girl. Harry O. and Edna G. Murray, boy. John A. and Mary L. Proctor, boy. Elmer and Emma L. Strang, boy. John and Mary Jones, girl. Louis O. and Mary Shamwell, girl. Michael J. and Mary T. Thompson, boy. Henry W. and Lella Talbot, girl. Paul and Charlie M. Vogt, girl. James and Laura J. Yamada, girl.

Marriage Licenses.

Byron B. Barrett and Mary J. McDonnell. William A. Pullin and Rosa E. Tibbitts. Charles R. Brown, Jr. and Alice M. Gray. Charles C. Cowell and Lulu L. Burries. Octavius Knight, Jr. and New York city, and Helen E. Wilson, of this city. William B. Christopher and Rose E. Quaker, both of Baltimore, Md. James T. Bean and Janie Umstead, both of Bethesda, Md. William Bowers and Lottie Devan.

Deaths.

Jonas Doering, 74 years, 2122 N street northwest. Edward Thomas 19 years, 1219 Twenty-seventh street northwest. Frederic E. Hottel, 25 years, 228 Morgan street northwest. Ellen W. Bland, 38 years, 210 G street southeast. John W. Minkins, 84 years, 1218 Wylie street northeast. Amelia A. Gant, 69 years, 1910 Eighteenth street northwest. Annie Brooks, 65 years, 1644 Reeves court. Anna McNamara, 50 years, Providence Hospital. Noah Zeiler, 56 years, 44 Prospect street northeast. Charles C. Cantates, 78 years, 46 Q street northwest. Augustus Fitman, 75 years, 216 John Marshall place northwest. Edna B. M. Hottel, 38 years, 1125 Twenty-third street northwest. Felix Braxton, 24 years, 1004 Seventh street southeast. Mrs. V. Callahan, 59 years, 922 C street southeast. Mary C. Carter, 1 year, 1126 Cushing place southeast. Cora A. Roberts, 1 year, 1422 Twelfth street northwest. Mary E. Green, 8 months, 313 South Carolina avenue southeast. Mabel J. Fry, 7 months, 1003 E street northwest.

Died.

BOATE—On January 18, 1907, Mrs. MARY E. BOATE. Particulars in another column. FRANCE—On January 18, 1907, Mrs. MARY FRANCE. Particulars in another column. HOPKINS—On Friday, January 18, 1907, F. H. HOPKINS. Particulars in another column.

UNDERTAKERS.

TOAKLEY & JENKINS, 908 H St. N. W. Phone Main 484.

WM. S. EILEY, 209 1/2 St. N. W. Phone East 553. Jan 1-30.

J. WILLIAM LEE, UNDERTAKER AND LIVERY, 222 Penn. Ave. N. W., Washington, D. C. Telephone Main 135.

FUNERAL DESIGNS.

FUNERAL DESIGNS of every description—moderately priced. GUDE, 1214 1/2 St. Northwest. Phone M. 4279.

RAVENS WANT FARRAGUT'S SHIP

New York Nautical School Is After the Old Hartford.

The famous old ship Hartford, aboard which Admiral Farragut sailed into Mobile bay, is wanted by New York for a training school. The metropolis has an academy for the schooling of the merchant marine, known as the New York Nautical School, and for a number of years the cadets of the institution have learned seamanship on the ancient St. Mary. The St. Mary is now said to be very much the worse for wear, in fact, is quite out of date, and almost everything the cadets learn about a ship from her obsolete equipment has to be unlearned afterward.

A large delegation of New Yorkers called at the White House today to lay the case before the President. Among those who used their eloquence to secure the Hartford for the school were Representatives Olcott, Goulden, Bennett, Dunwell, and Calder. They told the President what a magnificent academy they have in the Nautical School and how all the brightness of the cadets is going to waste on the old St. Mary. The President said he'd look into the matter and consult with the Secretary of the Navy.

The Hartford is now at Annapolis.

CUMMINGS FIRED BY POLICE BOARD

Captain of Jersey City Police Guilty of Neglecting Duty.

JERSEY CITY, N. J., Jan. 18.—After a prolonged trial the police board today dismissed from the department Captain Albert Cummings, of the Fourth precinct. He was charged with neglect of duty in failing to suppress alleged gambling houses. Captains John P. Kelly and Charles Cox and seven detectives are awaiting trial on similar charges.

Secretary of State Samuel D. Dickinson makes his home with Captain Cummings when he is in Jersey City. For two years Mayor Fagan, who controls the police board, has been trying to dismiss him from the department on the grounds of the Republican party in Madison county.

SUES VACCINE COMPANY FOR BREAKING CONTRACT

Benjamin E. Taylor today in the District Supreme Court entered suit for \$5,000 damages against the National Vaccine and Formandehyde Company, a Virginia corporation, alleging a breach of contract. Taylor in his petition, which is filed by B. H. Wrenner, Jr., states that he entered into a contract with the defendant company October 25, 1906, to become manager of its sales with a commission of 10 per cent on its gross sales. The company, it is alleged, refused to make settlement.

Mrs. Miller Makes a Fortune

Started a Few Years Ago with No Capital, and Now Employs Nearly One Hundred Clerks and Stenographers.

Until a few years ago Mrs. Cora B. Miller made her home in a small town of the average small town and village. She now resides in her own palatial brownstone residence, and is considered one of the most successful business women in the United States.

Several years ago Mrs. Miller learned of a mild and simple preparation that cured herself and several friends of female weakness and piles. She was besieged by so many women needing treatment that she decided to furnish it to those who might call for it. She started with only a few dollars in capital, and the remedy, possessing true and wonderful merit, producing many cures when doctors and other remedies failed, the demand grew so rapidly she was several times compelled to seek larger quarters. She now occupies one of the city's largest office buildings, which she owns, and almost one hundred clerks and stenographers are required to assist in this great business.

More than a million women have used Mrs. Miller's remedy, and no matter where you live, she can refer you to ladies in your own locality who can and will tell you the truth about this marvelous remedy really cures women. Despite the fact that Mrs. Miller's business is very extensive, she is always willing to give aid and advice to every suffering woman who writes to her. She is a generous, good woman and has decided to give away to women who have never used the medicine \$10,000.00 worth absolutely FREE.

Every woman suffering with pain in the head, back and bowels, bearing-down feelings, nervousness, creeping sensations up the spine, melancholy, desire to cry, hot flashes, weariness, or piles from any cause, should sit right down and send her name and address to Mrs. Cora B. Miller, Box 4360, Kokomo, Ind., and receive by mail (free of charge) in plain wrapper a box of her marvelous medicine; also her valuable book, which every woman should have. Remember this offer will not last long, who are suffering will take advantage of this generous means of getting cured. So if you are ailing, do not suffer another day, but send your name and address to Mrs. Miller for the book and medicine before the \$10,000.00 worth is all gone.

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KEEPS HER DIMES, GIVES JAPAN \$1,000

Husband's Little Joke Helps Cause of Missions in East.

ST. LOUIS, Jan. 18.—By saving all her dimes for twelve years, Mrs. Emma Shirley, a widow, has accumulated \$1,000, which she has donated to the Methodist board of foreign missions to endow a woman missionary at Japan. "My husband managed two boarding-houses for mail clerks," said Mrs. Shirley, "I collected all bills for him and one day he laughingly said that he would give me all the dimes he received if I would give him the entire amount of the collection. He said it was a joke, but we formed the habit of saving every dime. He gave them all to me."

COMPLAINS OF COLD CARS.

William E. Green, of 192 Seventeenth street northwest, complains to the Commission that the cars on the Seventh street line of the Capital Traction Company, are not properly heated. The communication has been referred to both of the traction companies.

Suffered Awfully With Her Lungs

Washington Lady Testifies to Merits of Father John's Medicine.

Albee Forrester, 26 E. St. N. W., Washington, says: "I suffered awfully with my lungs. I was nearly dead, since taking Father John's Medicine I have had splendid health."

Church Notices.

CENTRAL PRESBYTERIAN (Southern Assembly) corner 33 and I Sts. N. W.—At 11 a. m. Installation of Rev. James H. Taylor as pastor; sermon by Dr. W. Callister Thompson; charge to people by Rev. H. Waddell Pratt; service to music by Rev. H. Waddell Pratt; services Thursday, 7:30 p. m. Seats free; all welcome.

Y. W. C. A.—Vesper service, Sunday, 4:30 p. m. Miss Florence M. Brown, at 11 a. m. all women invited. Rooms open Sunday, 2 to 7 p. m.

CALVARY BAPTIST CHURCH, 8th and H Sts. N. W.—Rev. Samuel D. Dickinson, D. D., pastor; 9:30 a. m., Sunday school; 11 a. m., church service; 7:30 p. m., church service; 8:30 p. m., church service; 9:30 p. m., church service; 10:30 p. m., church service; 11:30 p. m., church service; 12:30 p. m., church service; 1:30 p. m., church service; 2:30 p. m., church service; 3:30 p. m., church service; 4:30 p. m., church service; 5:30 p. m., church service; 6:30 p. m., church service; 7:30 p. m., church service; 8:30 p. m., church service; 9:30 p. m., church service; 10:30 p. m., church service; 11:30 p. m., church service; 12:30 p. m., church service; 1:30 p. m., church service; 2:30 p. m., church service; 3:30 p. m., church service; 4:30 p. m., church service; 5:30 p. m., church service; 6:30 p. m., church service; 7:30 p. m., church service; 8:30 p. m., church service; 9:30 p. m., church service; 10:30 p. m., church service; 11:30 p. m., church service; 12:30 p. m., church service; 1:30 p. m., church service; 2:30 p. m., church service; 3:30 p. m., church service; 4:30 p. m., church service; 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